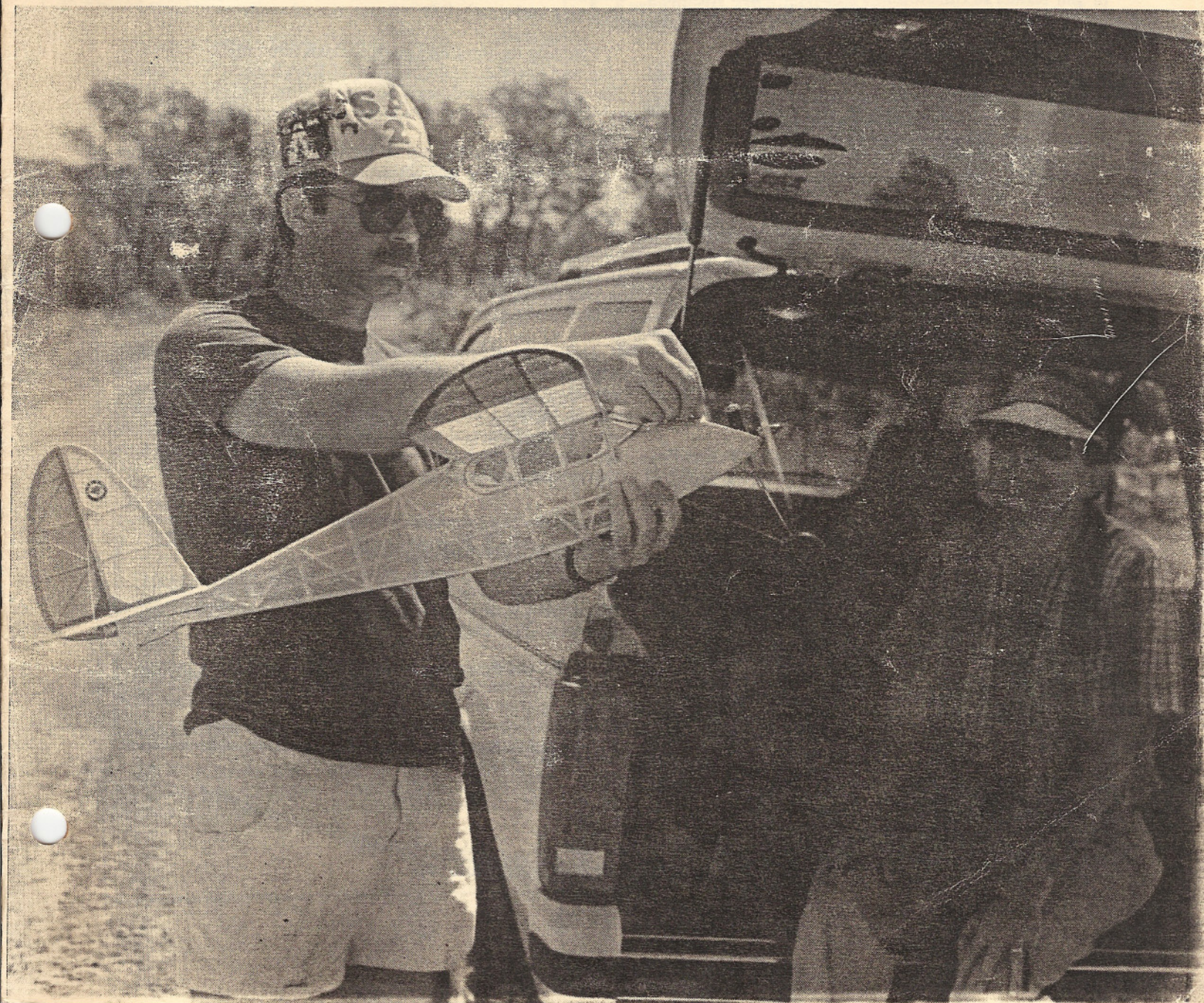


ANTIQUE FLYER

Chapter 108 AMA

"Dedicated to Old-Time Aeromodeling"

July 1988



1988 SAM 27 Officers

President:	Ed Solenberger	1551 Lynn Court	Santa Rosa, Ca.	95405	(707) 542-1756
Vice-President:	Nick Sanford	5320 Santa Teresa Ave.	Santa Rosa, Ca.	95405	(707) 539-4369
Secretary/Treasurer:	Karl Rhigetti	216 Shortt Road	Santa Rosa, Ca.	95405	(707) 575-3169
Newsletter Editor:	Ned Nevels	1045 Foster Road	Napa, Ca.	94558	(707) 255-7047
Contest Director:	Don Bekins	85 Bellevue Avenue	Belvedere, Ca.	94920	(415) 435-1535

SAM 27 Meets Near Flying Field In Novato

July's Gathering of Eagles for SAM 27 was moved from our previous meeting place at "All-Scale Model Supply" in San Rafael to the Novato Fire Department's training facility located adjacent to our flying field on Atherton Road.

Several SAM 27 members left straight from work and stopped at the field to launch some flights into the setting sun before the meeting. Don Bekins, Ed Hamler, Karl Rhigetti and Ned Nevels got there in time to get some flying time in. Conditions varied from steady wind to no wind and even as we stopped flying, it was still passable conditions, not the gales we associate with late afternoons.

Karl brought a new ship to fly, a beautifully-crafted version of a Frank Ehling 1938 "Triangle" powered by a McCoy .19 glow engine he bought as a youngster but was unable to get running. It got the 450-Square Inch "Triangle" up in the breeze quite smartly. Andy Andrews remarked about how Karl always seems to find the "unusual" designs to build. (actually, I think he said "ugly")

Karl plans to use three engines on this plane, the aforementioned McCoy and his Ohlsson .23 and a .29.

Don Bekins reported on the upcoming 1/A Texaco Postal Meet scheduled by us for August 20 or 21. (SAM 27 will fly on Sunday, 21 August at our Atherton Road Flying site. He reports receiving information from clubs all over the USA that intend to participate and one club in Italy! The SAM 1788 bunch in Australia also plan to put some teams on the field. This contest could be quite interesting considering how few participated in the past in this event that originated as a challenge from the Texas clubs!

Plans for the 1988 SAM 27 Crash & Bash to be held at the Woodland/Davis Aeroneer's Mavis Henson Field were discussed. volunteers for line safety officer and impound and registration desk chores were covered.

(Editor's Note: SAM 27 members would like to extend to Contest Director Don Bekins their gratitude for the enormous amount of time he puts into our annual contest in organizing, directing and simply DOING our annual event)

Planning for the Fall Crash & Bash filled much of the evening and Show & Tell consisted of Karl Rhigetti's "Triangle" that he had just test-flown. The new meeting place has generous tables and chairs and a video recorder and TV for showing tapes.

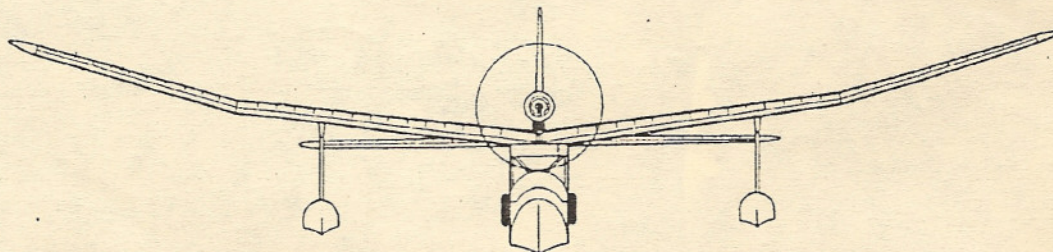
The group that showed up for our first-ever meeting at the firehouse got to see one of the engines being raffled off for our Fall Crash & Bash, a Vivell .35 which had been donated by Don Bekins and mounted on an engine run stand complete with spark ignition set-up by Karl Rhigetti. Don reported that Master Machinist Stan Lane of SAM 30 was fast at work producing a *Running GHQ engine* from parts assembled by Don as part of our major Raffle prize. Hilda Keil had also donated a hand-made quilt comforter as a raffle prize.

Don reported that an ad had appeared in the most recent MECA flier advertising the GHQ raffle so he expected a few entries to come in from out of town as well. Last year's prize was an Ohlsson .60 sideport engine with ignition that sparked quite a bit of interest among the fliers and was eventually won by the peripatetic Kenny Meyer of SAM 49 who may even have that motor mounted in a plane by now.

Special Request

Assignments to help at the Crash & Bash have not been finalized yet with only a few early volunteers marked down for jobs. *Your club needs your help.*

Call Don Bekins at (415) 435-1535 and get on board to help with some part of our annual contest. You'll have fun and help the club at the same time. There is a lot to be done and your help would greatly improve the contest.



SAM 30 Spring Contest....A Tale of Two Cities.....One Man's Version

As reported by Ken Myers, SAM 49

My trip up to the thriving metropolis of Marysville was totally uneventful, except that when I arrived in town the wind was gusting to 30 mph. No big deal, I just drove 486 miles for a weekend visit. My dear friends, Nick and Neva, would have to put up with my whimpering all weekend.

I hate to tell on myself, but a lesson is good only if shared, so: Make a checklist when loading the car... and use it!! A checklist is worthless if it is not used. I know; I failed to use mine before leaving for Marysville and ended up leaving all my #!*@#!: transmitters at home!

Now that I have bared my soul to half the membership of SAM, let me continue by saying that, once again, several people proved to me that SAM people are good people. First, my dear friend Nick (after he stopped laughing) offered me any and all of his models to fly. Then John Pond insisted that I use a transmitter and receiver from his back-up model.

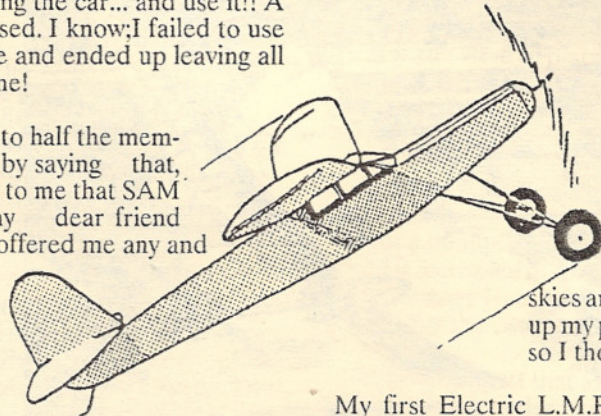
Then last, but certainly not least, Don Bekins offered to share one of his transmitters with me. By sharing that transmitter he placed himself in real danger of crashing his own model due to a servo reversing switch in the wrong position. (We were mindful of this hazard and all went well.)

Friday night held its usual fixit session with John Pond, Steve Roselle, Jack Alten, Nick and I in contention to see who could: 1) Charge Steve's battery 2) Fix Nick's charger; 3) Pack eight strands of Schnuerle rubber into John's twin pusher; 4) Shuffle three receivers into and out of four airplanes and remain reasonably coherent while trying to discuss the latest electronic theory as presented by... ya had ta be there.

The gods of fools prevailed and the Saturday dawn brought clear skies and no wind. I trundled forth to the field of battle and set up camp. Insuring that all my batteries were charged

I set out to test my 1/2A motor. It backfired and threw the prop in my face three times. I managed a max in Electric Texaco with only a 90-second motor run. My second flight was brief even with a full four minute run. I eventually placed third in the event.

I was an also ran in the rest of the events due to some misadventures too numerous to set to print.



Saturday night the usual supper 'n stuff was held at Nick's home. All who attended were treated to some goood home cookin'!

Sunday dawned with fair skies and warm breezes. Once again I set up my pit and was ready to do battle... or so I thought.

My first Electric L.M.R. resulted in an easy max. My second one resulted in a groundloop, destroying my spur gear. Thanks to the well-stocked larder of Jack Alten I was soon repaired and airborne. I took off OK but something was obviously seriously wrong with the model; it would dive, spin and do all sorts of weird stuff until I finally shut the motor off. I fought that thing for over five minutes, finally ran out of air and landed. That's when I discovered that the entire motor assembly had come loose from the firewall and had wound itself up by the wires connecting the motor to the micro switch!

I can't explain how that motor even ran, let alone pull the model to a reasonable altitude. I fixed it all up, started the motor for my third flight and what could have been a potential win in the event, only to have the prop and hub fly off into the weeds. That was it; I had broken the last of my assemblies.



The LONG Road Home or Meyer's Tale of Woe

Continued

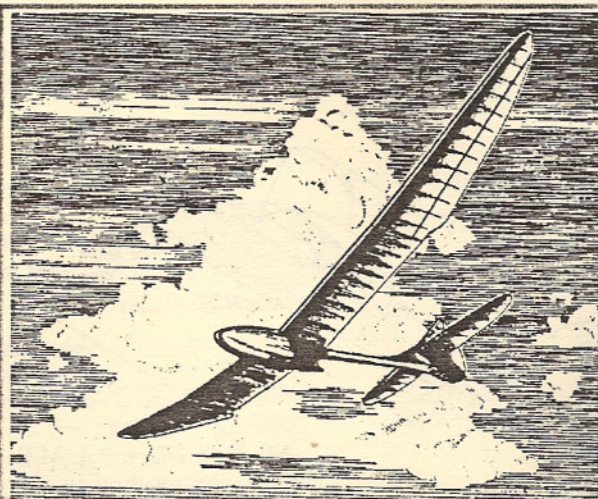
(I'll digress from my tale of woe to include a safety lecture at this point. If you fly your model in close proximity to another transmitter, be prepared to rebuild the model and possibly even injure someone. This happened twice at Marysville and is something all of us are guilty of from time to time. Timers, check what is happening in front of your pilot while he is starting the model, and launch him only when it is safe to do so. Refuse his command to launch if necessary and advise him of the problem. It is your responsibility to assist him in the safe launch of that model.)

I was an also ran in the rest of the events due to some further misadventures too numerous to print.

Do you believe in premonitions of impending disaster? After what happened to me on the return trip Monday, from now on I will believe in them and take action on them.

During the course of the contest someone told me about Sal Taibi's recent accident wherein he blew a tire on his 1958 Chevy and rolled the car, and for some reason I was completely overcome with a feeling of helplessness.

Later a friend gave me a quartz crystal he had mined in his search for ore; I thanked him and was assured my luck would change.



But the feeling of disaster lingered with me as I started home on Monday at 0600 hours. About 150 miles later my 1951 Mercury began to shake violently. I slowed to 50 mph and the oscillations decreased. I spotted a rest area 1/4 mile ahead, and as I pulled into the parking place and reached for the gear shift to put the car in neutral the left front tire exploded. I don't mean went flat, I mean **blew up!!** I don't need to relate what would have happened if that tire had failed that way at highway speed.

The events that followed were a mixture of wrong decisions and bad luck (if you believe in luck).

I changed the tire and found the spare had insufficient air, borrowed a foot pump and limped into the town of Kettleman. The attendant at a local gas station changed the tire and went to check the air in the right front. The valve stem broke off in his hand.

Now running on two new front tires I felt better but something was still not right. Twelve miles down the road at 70 mph the left rear tire exploded.

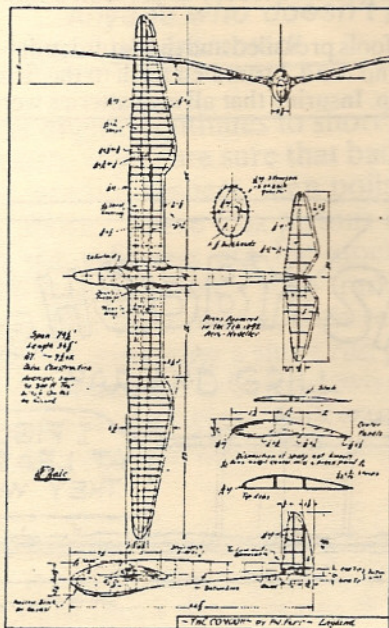
I waited in the desert for over three hours until a highway patrolman called a tow truck. When it finally arrived the driver refused to tow my low rider. He charged me \$50 to borrow his lug wrench. With the spare mounted I prepared to limp the fifteen or so miles to the next station. Four miles down the road the right rear tire blew out.

I was towed into the next town at 2200 hours that night.

Somewhere between Kettleman and Lost Hills there is a pretty quartz crystal sitting in the desert Just waiting for some lucky soul to find it....but that will be another story.

The Newsletter Editor's Plight

Ned, we all appreciate the hours you put in on the *ANTIQU FLYER*.....Just keep getting it printed and mailed every month.....We're behind you all the way, aren't we Doris? Keep up the good work!



SAM 30 SPRING ANNUAL RESULTS

1/2A TEXACO

Contestant	Model	Engine	Time
1) Stan Lane (SAM 30)	Anderson Pylon	Cox	27:18
2) Art Cummins (SAM 51)	Dallaire	Cox	26:05
3) Steve Roselle (SAM 21)	Bay Ridge Mike	Cox QRC	24:14
4) George Joki (SAM 21)	Bay Ridge Mike	Cox B.W	24:02
5) Speed Hughes (SAM 30)	Lanzo Bomber	Cox	23:16
6) Ken Myers (SAM 49)	Playboy	Cox	22:32
7) Tony Palethorpe (SAM 51)	Lanzo Bomber	Cox	22:14
8) Danny Klarich (SAM 30)	Anderson Pylon	Cox	20:59
9) Nick Panagiotou (SAM 26)	Anderson Pylon	Cox B.W.	19:52
10) Don Bekins (SAM 27)	Zomby	Cox	19:44
11) Harry Jencks (SAM 51)	Commando	Cox	15:39
12) Ken Kullman (SAM 51)	Strato Streak	Cox	15:09
13) Loren Schmidt (SAM 30)	Playboy Jr	Cox	11:51
14) Harry Klarich (SAM 30)	Commando	Cox	9:09
15) Dave Lewis (SAM 21)	Playboy Jr.	Cox	7:17
16) Bill Burleson (SAM 30)	Anderson Pylon	Cox	DNF

TEXACO

Contestant	Model	Engine	Time
1) Neil Kaminar (SAM 21)	Lanzo Bomber	OS 40 4/C	45:00 + 32:43
2) Don Bekins (SAM 27)	Lanzo Bomber	G.H.Q.	45:00 + 28:28
3) Dave Bruner (SAM 21)	Lanzo Record Breaker	OS 60 4/C	45:00 + 11:58
4) Stan Lane (SAM 30)	Anderson Pylon	OS 60 4/C	45:00 + 3:54
5) Ken Kullman (SAM 51)	Lanzo Bomber	OS 60 4/C	25:51
6) Don BishoP (SAM 26)	Lanzo Bomber	Edco Sky Devil	13:01
7) Charlie Critch (SAM 00)	Dallaire	OS 60 4/C	12:30
8) Al Ward (SAM 21)	Quaker	G.H.Q.	8:18
9) Gene Newcomb (SAM 51)	RC-I	Enya 46 4/C	7:20
10) Dave Lewis (SAM 21)	Lanzo Bomber	Elfin 2.49cc	3:58
11) Bill Burleson (SAM 30)	Anderson Pylon	OS 60 4/C	DNF

ANTIQU

1) Jim Kynce (SAM 30)	Anderson Pylon	OS 61	30:00*
2) Stan Lane (SAM 30)	Anderson Pylon	OS 60	30:00*
3) Loren Schmidt (SAM 30)	Dallaire	ST 60	26:35
4) Dave Lewis (SAM 21)	Gas Bird	ST 35	23:48

* Winner determined by coin toss

PURE ANTIQUE

1) Don Bekins (SAM 27)	Lanzo Bomber	McCoy 60	30:00 + 9:48
2) Neil Kaminar (SAM 21)	Lanzo Bomber	Edco Sky Devil	30:00 + 9c24
3) Don BishoP (SAM 26)	Lanzo Bomber	Edco Sky Devil	28:49
4) Al Ward (SAM 21)	Powerhouse	McCoy 60	14:39
5) Speed Hughes (SAM 30)	Lanzo Bomber	Hornet 60	13:27
6) Bill Burleson (SAM 30)	Lanzo Bomber	McCoy 60	9:24
7) Nick Sanford (SAM 27)	Lanzo Bomber	McCoy 60	6:02
8) Ken Myers (SAM 49)	Zenith	O&R 60	2:21

OHLSSON 23 SPECIAL EVENT

1) Don Bekins (SAM 27)	Lanzo Bomber	O&R 23	15:00
2) Ed Solenberger (SAM 27)	Lanzo Bomber	O&R 23	13:29
3) Art Cummins (SAM 51)	Buccaneer	O&R 23	13:14
4) Nick Sanford (SAM 27)	Lanzo Bomber	O&R 23	12:22
5) Bill Burleson (SAM 30)	Anderson Pylon	O&R 23	DNF

OHLSSON SIDEPORT SPECIAL EVENT

1) Bill Burleson (SAM 30)	Lanzo Bomber	O&R 60	21:00*
2) Don Bekins (SAM 27)	Lanzo Bomber	O&R 60	21:00*
3) Nick Sanford (SAM 27)	Lanzo Bomber	O&R 60	21:00*
4) Ed Solenberger (SAM 27)	Lanzo Bomber	O&R 60	18:12
5) Ken Myers (SAM 49)	Zenith	O&R 60	5:15

* Winner determined by coin toss

(Continued on Page Eight)

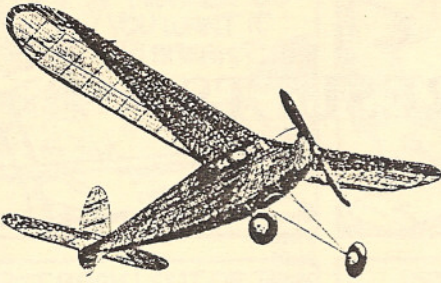
News Flash!

As we went to press it was announced that our friends from SAM 21 will be joining SAM 27 on August 21 at our Atherton Road Flying site for the 1988 Post-1/2A Team Challenge!

Let's all get our 1/2As together and come on out for some fun and fellowship!

Propwash

By Ned Nevels



April 9 and 10 found your Editor up in Marysville for the Hayshaker's (SAM 30) Spring Annual. What a fine bunch of fellas! They really know how to have fun and compete at the same time.

Of course, yours truly had Portraits to take on Saturday so we had to go up after work and miss the Texaco events. Wouldn't dream of missing the fun of Nick and Neva's (Nicholau) spaghetti feed and all-around schmooze session Saturday night. Buddy Ed Hamler of SAM 27 drove up and my son Michael and I hitched a ride. We got off a little late as I had to finish production of the March issue of The Antique Flyer or face the slings and arrows of outraged members. Got there just in time to enjoy the food and fine fellowship.

Nick and Neva know how to have a good party: Get a bunch of old friends together after a day at the Hale Road flying field, mix in food and drink, add a dash of good conversation and shake up a little. Works every time.

Don Bekins had a framed-up fuse of an Old-Time Glider that looked familiar. Turned out to be a 2X Thermic 50. Uses Thermic 100 wings (2x50 = 100...get it?) Actually, a good idea since the Thermic 100 standard has a pod-and-boom construction and the 50 enlarged gives you a cabin glider with the advantage of the larger wing area.

Actually, Don brought it to show Nick that he still can actually build models. (Nick framed up several models for Don to finish). (Sadly, the wings folded during a high-start launch at Reno so Don's rebuilding.)

Sunday was hot and sunny and everyone got to the field fairly early for Let 'Er Rip Day, as Jim Kincy so aptly called it. A good turnout of guys from SAM 21, SAM 27, and one straggler from SAM 49.

Actually, Kenny Meyer of SAM 49 is more than just a straggler. That man makes almost every contest known to man or boy and can be counted on to liven the action wherever he goes.

Kenny is an old friend (does that mean we've known each other for a while...or is Kenny just getting along in years?) who I can always count on for some good-natured verbal abuse. Kenny and I always seem to bring out the sophomore in each other. He says something and I've got to come back at him. Probably

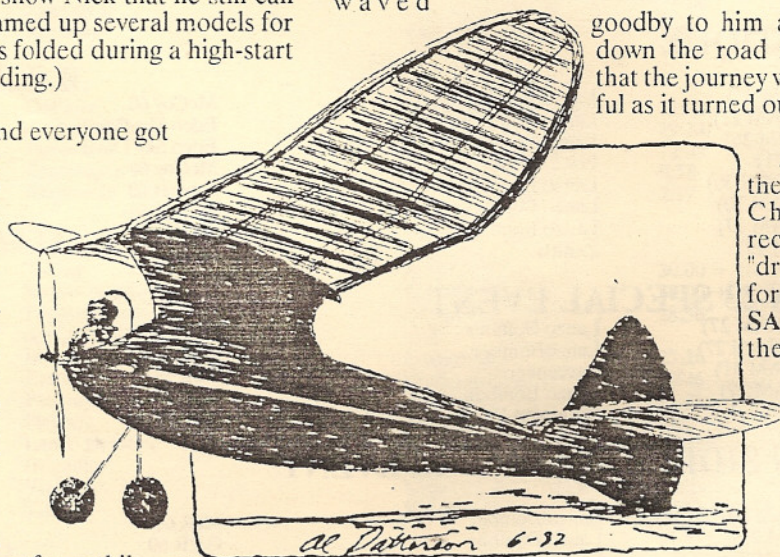
some deep-seated neurotic tick or other. We may always "rank" each other at contests but I don't enjoy flying unless he's there telling me how ugly I am. (Is the Sun shining? Is Meyers crashing a plane?)

In truth, Kenny would do anything to help a fellow modeler, a truly fine and generous guy and a credit to all who call him friend. (...don't tell him I said something kind about him OK?)

I timed Kenny on an Electric LER flight with his Leisure Playboy cabin, built by Uncle Dale Black. The plane started doing some really weird maneuvers near the end of the power portion. I chalked it up to Kenny's sometime "twitchy" thumbs. Kenny really milked that flight for all he could but could only manage 5:00+. After landing, he called me over to look at the plane. The firewall had separated with the motor mount and was hanging, nose down, held only by the motor wires! To have gotten that much time with a plane that was so crippled and draggy and still put it back on the field was a major accomplishment!

Kenny's version of the contest is run elsewhere in this newsletter, reprinted from the fine SAM 49 Newsletter, capably edited by Phil Bernhart. (his editorial judgement could be questioned since he prints so many stories by Kenny) I nearly split a seam when I first read about Kenny's return trip from the SAM 30 contest. Little did I know when I

waved goodbye to him as he headed on down the road in his "low-rider" that the journey was to be as eventful as it turned out to be.



As you read this the West Coast SAM Champs will be recent history. This "dry run" by SAM 21 for the International SAM Champs that they are hosting at the same site in 1989 should be great fun. My son Michael and I hooked up with fellow SAM 27 member Ed Hamler

who was up there already for an oenologist's convention at Bally's Grand. (an oenologist is a wine grape grower, oenology being the science of viticulture--- Ed being a VP at

11th Annual

SAM 27 Bash & Crash

Entry Form

Name _____ Date Received: _____

Please Check Events and Fill Out Completely

Saturday, September 24th 8 am to 4pm

Event	Model Name	Engine	Wing Area	Weight	Frequency
1/2A Texaco					
Texaco					
Ohlsson Event					
Electric Texaco					
Pure Antique					

Sunday, September 25th 8 am to 3 pm

Event	Model Name	Engine	Wing Area	Weight	Frequency
Class A LER					
Class B LER					
Class C LER					
Antique					
Ohlsson 23 Event					
Electric LMR					
OT Glider					

I certify that the models entered on this form in SAM 27's 11th Annual Crash & Bash were built in conformity to all applicable SAM rules and comply within + or - 10% for scale dihedral, span, thrustline and wheels of the original plans:

_____ Contestant Signature

Entry Fees: \$7 first event, \$5 each additional event To a maximum of \$27.

Number of events entered: _____ Subtotal _____

Saturday Bean Feed, September 24, \$5 per person. No. of People: _____ X\$5 = _____

Entry Fees refunded if no show. Total: _____

Name: _____ AMA No.: _____ SAM No.: _____

Street Address: _____ City _____ State: _____ Zip: _____

Phone: _____

Pre-1947 Glider Designs

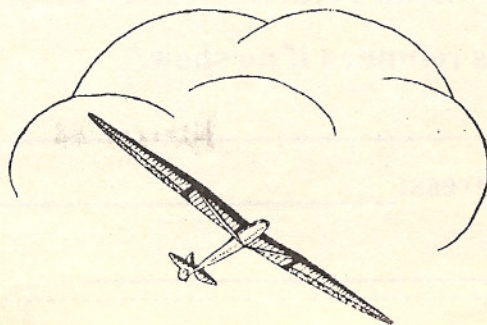
Plan No.	Name and Designer/Mfr	Span	Plan Cost
12A2	AV.2 (French tailless)	18	3.50
12G4	Advanced Soaring Glider (Cleveland)	21	3.50
5A5	Air Hopper (Orzek)	96	5.50
24C5	Albatross (Modelcraft)	45	4.00
57F7	Albatross Sailplane (Model Aero)	70	5.00
12C7	Albatross Sr. (Cleveland)	120	6.50
9G5	Austrian Chivalry (Cleveland)	32	3.50
12G4	Baby Condor (Cleveland)	36	4.00
26C6	Bowlus Sailplane (Davidson)	31	3.50
12G4	Condor Soarer (Cleveland)	72	5.50
57D5	Condor Soarer (Cleveland)	84	6.00
12C6	Cosmo (Midwest)	48	4.50
10A6	Doublet (Baker)	41	4.50
12G4	Eaglet (Cleveland)	48	4.50
2B6	Floater (JASCO)	72	5.50
54G3	F.A. Sailplane (Unrath)	35	3.00
54G3	F.A. Soaring Glider	24	3.00
12C5	Ghost (Modelcraft)	48	4.00
10E5	Imperial (Scientific)	72	5.50
12G1	Insuror (Light)	30	4.00
11A4	Jersey Albatross (Air Trails)	97	5.50
32C1	Midget Sailplane	17	3.50
10B1	Midget Sailing	26	3.00
12G1	Monocoque Sailplane (Light)	50	4.00
12G1	Night Hawk (Brotman)	28	4.00
48D2	Sail King (Peerless)	42	3.50
10C7	Sailplane (Megow)	28	3.50
5A4	JASCO (tailless)	50	4.50
6G2	Sinbad	40	4.00
56F4	Sinbad Jr. (Berkeley)	30	3.00
6G2	Sinbad the Sailor (Berkeley)	50	5.50
38A5	Soarer (Seagull)	30	3.50
6F4	Soarer (Light)	48	4.00
12G5	Soarer (Lindberg)	61	5.50
10E2	Soaring Champ (Beaumont)	78	6.00
10G1	Soaring Glider (Modelcraft)	29	4.00
48A7	Super Condor (Star)	72	4.50
48A7	Super Condor Soarer (Cleveland)	84	5.50
6G2	Super Sinbad (Berkeley)	62	6.00
32B4	Tailless (Polzin)(German)	64	4.50
32B6	Tailless (Warmbier)	80	6.50
5A1	Thermic 100 (JASCO)	100	8.00
5A4	Thermic 50 (JASCO)	50	4.50
5A2	Thermic 70 (JASCO)	70	5.50
5A3	Thermic 72 (JASCO)	72	5.50
10C7	Towline Glider (Ideal)	37	3.50
60D3	Tow-Hi (Ziegenfuss)	46	3.50
10C7	Towline Sailplane (Megow)	54	5.50
10C1	Towline Glider (Pond)	50	4.50
10C7	Towline Terror (Enterprise)	24	4.50
5A4	Trooper (JASCO)	36	3.50
12C5	Windmaster (Hammer)	55	4.50
10F1	Zephyr (Scientific)	42	4.00
10G7	Super Soarer (Best-By-Test)	42	4.00
12G5	Sky Soarer (Ott)	22	3.00
40E3	World Record Glider (File)	37	3.50

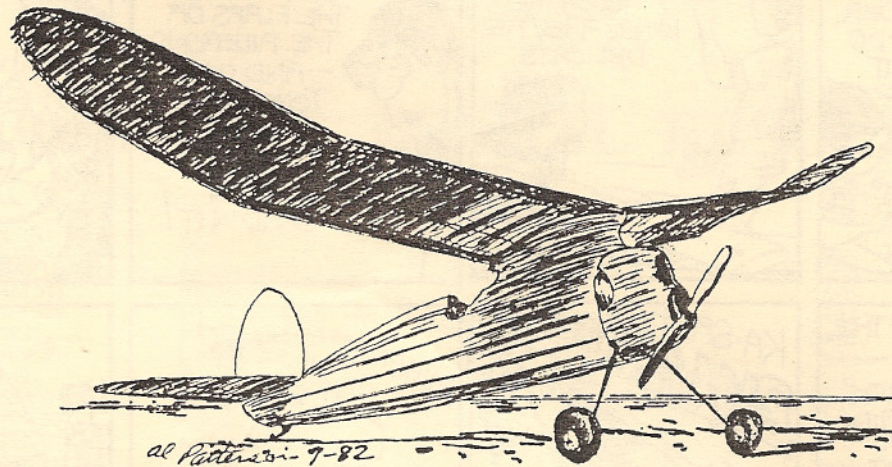
All the above listed plans are available through:

John Pond Old-Time Plan Service

PO Box 90310

San Jose, Ca. 95109-3310 Phone: 408- 292-3382





Domaine Chandon is "sorta involved" in the wine business) We looked forward to a weekend filled with flying and friends. I know that **Don Bekins** went and several other **SAM 27** members evinced interest so we got together at the contest itself. Ed Solenberger and Ron Keil were there and Ron left with more money than he came with, thanks to some kindly "one-armed Bandits"!

I thought it was a little tacky of AMA to leap upon the Reno site after Pappa John Pond did all the legwork arranging it for the Sam Champs. *Then they schedule their AMA fun-fly for the same weekend as the West Coast Sam Champs.....and to heap insult upon injury, they downgrade the West Coast Sam Champs contest sanction to boot!* I don't know all the details about it, but enough to feel that AMA needs to do some fence-mending and re-evaluate their heavy-handed methods. **SAM 21** and Pappa John have put a lot into the Reno site and these contests. It behooves all of us to support them by participating!

Andy Andrews and I went flying with **Ed Hamler** at a beautiful site in the hills above Napa. Within the fenced property of Whitbread Winery, we flew off the dirt road and landed in the grassy field on one side. (grapevines and stakes in rows were on the other side. I got cocky and started to land on the road when the plane drifted over the vines. Visions of cracked wings and torn Micafilm danced in my head as I tried with thumbs and mighty body english to avoid it. Magically, the ship turned parallel to the rows and landed between them unharmed! Talk about lucking out!)

Anyway, the highlight of the day was the successful test flight of Ed's **1/2A Quaker Flash**. Ed's craftsmanship has been a source of admiration for **SAM 27** and yours truly. This little beauty came out *dead on the expected weight* (he needs to add an ounce to be legal!) and flies as pretty as it looks! Those of you who read previous editions of "Propwash" remember that we had been told that the "Flash" was a poor choice for competition. We felt that this reputation came because there was a lot of wood in this design and it could be built overweight easier than on weight. With the flat-bottomed airfoil, it would glide fast and not tolerate heavy wing-loading.

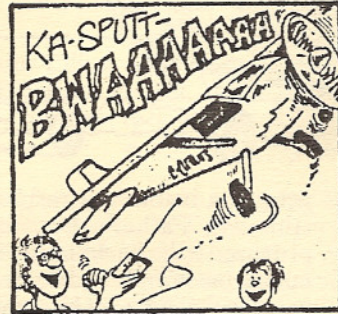
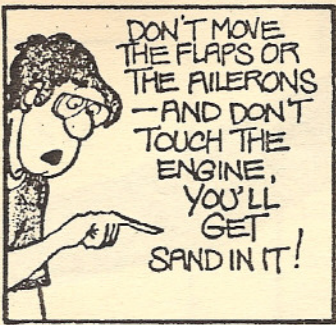
Well, Ed's beauty is dead on for weight and CG and she flies beautifully! Ed can turn her really tight in a thermal and she likes turning left a little better than right. Ed got a short motor run on this flight of only 2:24 but had to spin her down from a long ways up at 10:25 so we could

get going before our respective spouses became upset (this was Father's Day morning and we both had promised to be back shortly after Noon) This plane thermalled beautifully and was as stable as a rock. I think Ed has a real winner on his hands! I'm going to get started on mine and will write about its construction and maybe we'll even get a set of plans whipped out. (I'd like to try out the AutoCad program to do it--CAD means Computer Aided Design, but I'm a neophyte at that and it might be slower than more traditional means. We'll keep you posted.

I hope all our friends will make the time to come to **SAM 27's 11th Annual Crash & Bash** which for this year only will be held at the **Woodlan&Davis Aeroners** flying site, scene of the **SAM 51** and **SAM 21** contests in the past. We went through a bit of *folderol* about our flying site with some of our neighbors who feared that we intended to develop the property. To keep our recently reconciled neighbors (actually only one couple) from having fresh problems with the traffic and people, we decided that for this year we would move the contest site and return next year. The Woodland site will be great and we're sure the weather for this weekend in September (24-25) will be excellent. We can't promise boomers for all contestants on every flight, but we can promise lots of good fun and great food at the **Bean Feed**. Make your plans to be there!

"You understand, of course, that solving the equation for the time/space continuum is vastly simpler than figuring out how to get an Ohlsson .60 that ran fine at home, to work right at a contest."





Sam 30 Spring Contest Results (Continued)

CLASS A IGNITION L.E.R.

1) Dave Lewis (SAM 21)	Lanzo Bomber	Elfin 2.49cc	18:20
2) Don Bekins (SAM 27)	Zomby	Elfin 2.49cc	18:04
3) Nick Sanford (SAM 27)	Lanzo Bomber	0&R 19	17:52
4) Loren Schmidt (SAM 30)	Ranger	Elfin 2.49cc	15:24

CLASS B-C IGNITION L.E.R.

Contestant	Model	Engine	Time
1) Neil Kaminar (SAM 21)	Lanzo Bomber	Edco Sky Devil	21:00 + 12:03
2) Ed Solenberger (SAM 27)	Lanzo Bomber	0&R 60	21:00 + 11:00
3) Charlie Critch (SAM 00)	Ehling Contest Gas Model	Anderson Spitfire	21:00
4) Speed Hughes (SAM 30)	Lanzo Bomber	Hornet 60	20:21
5) Al Ward (SAM 21)	Sailplane	Super Cyclone	20:12
6) Don Bekins (SAM 27)	Playboy Jr.	Bunch Tiger	12:56
7) Ken Myers (SAM 49)	Lanzo Bomber	Torpedo 29	9:25
8) Bill Burlison (SAM 30)	Hayseed	0&R 60	7:00
9) Don Bishop (SAM 26)	Playboy Cabin	McCoy 29	6:01

CLASS A GLOW L.E.R.

1) Loren Schmidt (SAM 30)	Playboy Jr.	Ccx 15	12:49
2) Ned Nevels (SAM 27)	Kerswap	K&B 20	10:26

CLASS B/C GLOW L.E.R.

1) Jim Stimson (SAM 34)	Dallaire	Fox Eagle III	21:00
2) Jim Kyncy (SAM 30)	Anderson Pylon	K&B 6.5cc	19:34
3) Ned Nevels (SAM 27)	Playboy	Thunder Tiger 25	12:05
4) Dan Klarich (SAM 30)	Challenger	ST 40	11:58
5) Loren Schmidt (SAM 30)	Playboy Jr.	ST 29	3:17

05 ELECTRIC TEXACO

1) Al Ward (SAM 21)	Viking	Leisure 05	30:00 + 16:29
2) Tim Gundlach (SAM 21)	Lanzo Bomber	Kyosho 480	30:00 + 14:39
3) Ken Myers (SAM 49)	Playboy Cabin	Leisure LT-50	28:56
4) Gary Linford Playboy Cabin	Kyosho 480T	28:27	
5) Bill Burlison (SAM 30)	Interceptor	Leisure 05	27:26
6) Dave Bruner (SAM 21)	Rambler	Dymond 104	23:46
7) John Pond (SAM 21)	Playboy Cabin	Kyosho 05	21:29
8) Nick Panagiotou (SAM 26)	Playboy	Leisure 05	14:07
9) Jack Alten (SAM 30)	Lanzo Bomber	Kyosho 480G	3:08
10) Steve Roselle (SAM 21)	Brigadier	Dymond 104	30
11) Bob Rooman (SAM 21)	Viking	Kyosho 240	Att.
12) George Joki (SAM 21)	Viking	Kyosho 480	Crash

05 ELECTRIC L.M.R.

1) Gary Linford Cabin Playboy	Kyosho 240	20:16	
2) Steve Roselle (SAM 21)	Brigadier	Astro 05	20:08
3) Tim Gundlach (SAM 21)	Lanzo Bomber	Kyosho 240	17:36
4) Ken Myers (SAM 49)	Playboy Cabin	Leisure LT-50	12:16
5) John Pond (SAM 21)	Playboy Cabin	Kyosho 240	10:30
6) Bill Burlison (SAM 30)	Interceptor	Race Prep	5:34

"Turbocharge Your Old-Timer!"

The following was borrowed from "Air Age Gas Models published by Model Airplane News. It's the sort of article that makes you wonder if they were really serious or merely pulling your leg. Enjoy!

STEPPING UP YOUR POWER: A SIMPLE AND INEXPENSIVE WAY TO INCREASE THE POWER OF THAT SLUGGISH MOTOR,

by Sidney Struhl and Chester Greenberg

Now that the gas model regulations adopted by the Contest Board of the Academy of Model Aeronautics stating that a gas model must weigh 80 ounces for every cubic inch of engine displacement and that it shall not weigh less than 8 ounces for each square foot of wing area are in effect, a contestant finds contest competition growing keener every day. Present day design of gas models is becoming more and more standardized as characterized by all the high wing pylons, polyhedral and large stabilizers that are found at all gas model contests. This standardization of design was created by years of experiences by the game's top notch model builders; motor manufacturers also standardized their productions so that each motor that comes off their assembly lines develops just as much power as the one that precedes and the one that follows.

With all of this 'cursed standardization going on you begin to wonder just how you can get enough edge on the other fellows so you can win that forthcoming contest. You've just finished your Super Dipper gas model and have mounted your new "Pul-Er gas engine in its nose. This is all very fine but you know for a fact that at least three members of your club have exactly the same combination, so you know the competition is going to be mighty tough.

Well, sir, we believe we can give you a little tip on a gadget that will practically guarantee your ship to fly rings around all others on the field, and that includes model combinations that are just like yours. The answer? A supercharger for your motor!

As you probably know, all the latest top-flight military fighters have power driven superchargers attached to their powerplants. Of course we model builders could not use such a complicated system as the big boys, so we had to devise something that would force air into the motor like a full-size supercharger and yet it had to be light, simple and 100% foolproof. You can see that our little super. charger meets all these requirements.

To put it briefly, the air is scooped up in the celluloid funnel and transmitted to the motor air intake. The funnel is placed in the nose of the model, where air pressure is caused by the propeller wash and where the least amount of dust is

present. A rubber tube is attached at the end of the funnel, run up through the nose of the model and then slipped over the air intake tube (see diagram).

Simple, isn't it?

And now for the actual practice:

To choke your motor all you need do is squeeze the rubber tube between two fingers. This of course shuts off the air supply the same

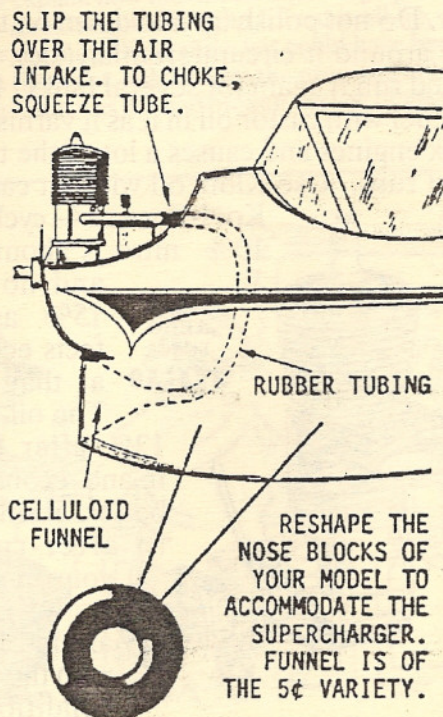
as if you were to place your finger over the air intake. Of course your needle valve will have to be changed or adjusted to meet the additional air force being driven into the motor.

WARNING: You can use this supercharger for only short motor-run periods. It is not advisable to use it for runs of over a minute or a minute and a half, because the motor speed is increased to such an extent that longer periods may cause damage by overheating. These periods are adequate enough for the 20-second runs of today, and more.

May we suggest that all test hops be conducted with the motor running under normal conditions, merely by pulling the end of the tube off the air intake. When you are ready for your official flights just slip the rubber tube over the intake and your supercharger is ready for action.

And when we say action, we mean that if your ship is adjusted properly it will, by far, outclimb any other model on the field with the same class of motor as yours.

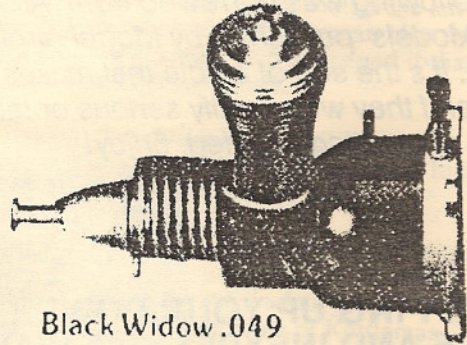
Try it and see for yourself!



1/2A Texaco Motor Ideas

From SAM 56's Bill Schmidt

(Newly-elected SAM VP)



Black Widow .049

It seems that there are many opinions on 1/2 A Texaco engine techniques, and several people have written up their ideas in the various newsletters across the country.

I picked up a new Cox .049 from my parts and proceeded to make it ready for my new Comet Sailplane. This engine would run for 1+ minutes and die. Sound familiar? Right! I decided the piston/cylinder fit was typically new and tight more break-in was required.

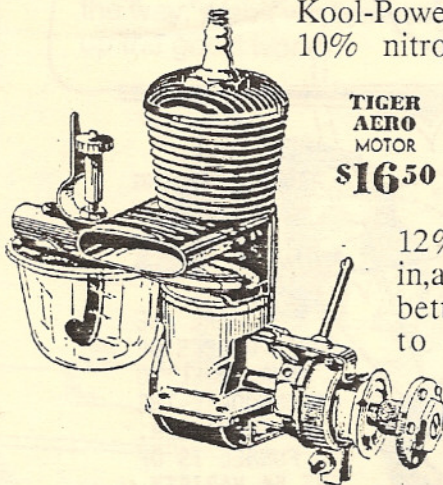
I pulled this cylinder off, and with the piston hanging out of the engine, I polished the piston bright again with 600 wet or dry sandpaper..the dark gray type. Rotate the piston back and forth holding the paper in one hand and the engine in the other. Do not polish up and down on the piston, only around it circumferentially(sic). Re-assemble and run it again for several tanks. Do not use glow fuel with castor oil in it as it varnishes up these Cox engines and causes a lot of the trouble with short runs. Use Klotz oil without castor or

Kool-Power 4- cycle fuel. 10% nitro is about right,

**TIGER
AERO
MOTOR
\$16.50**

and not over 15% as it affects economy at that point.

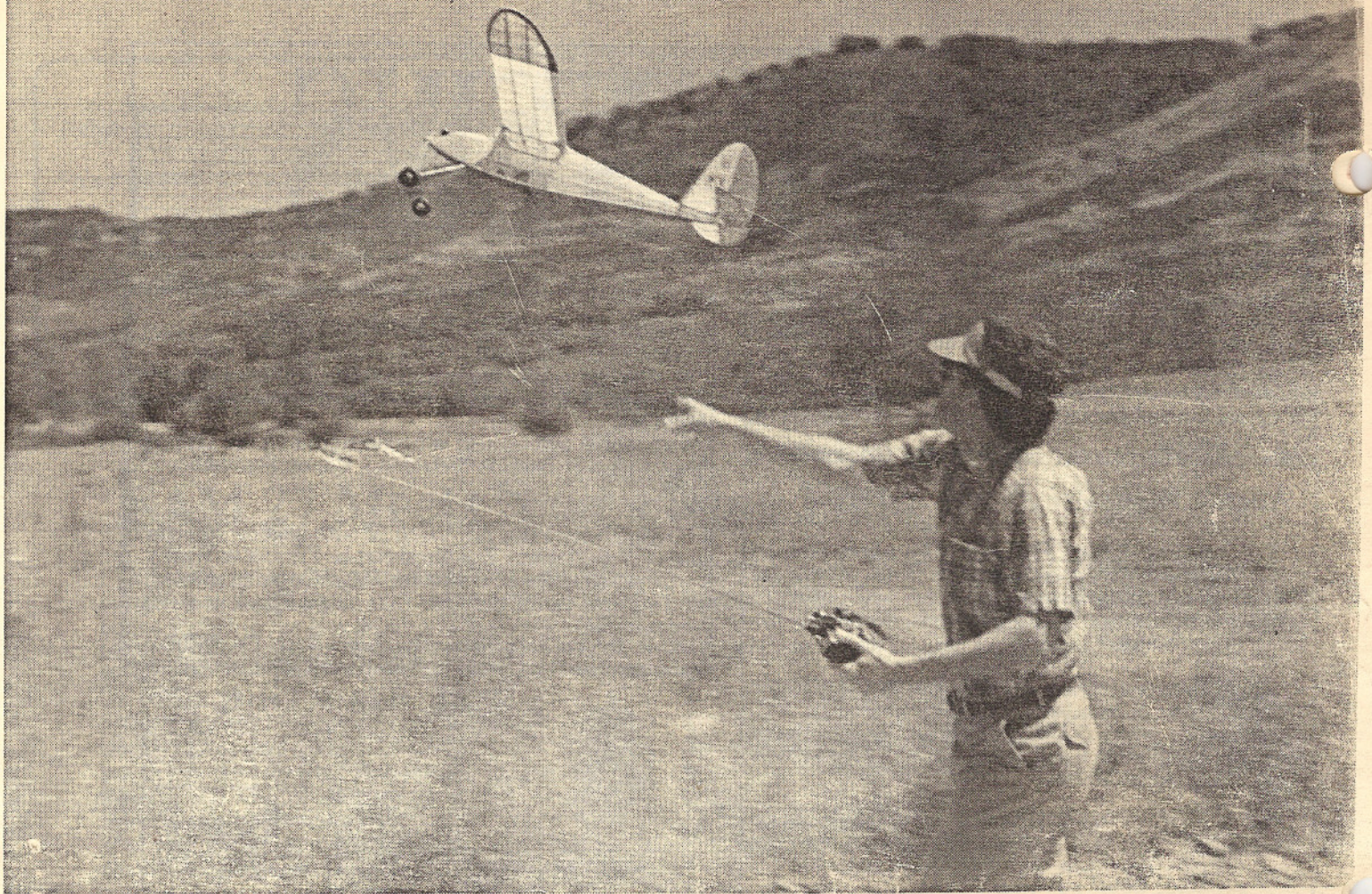
The oil can be 12% after break-in, and economy is better. Remember to after-run oil your motor, or it will rust around Kansas with the humid conditions we



*Now that you're in the Executive suite son, we'll have to get you started flying SAM R/C Assist Old-Timers...
...Anyone who doesn't just can't get promoted!*

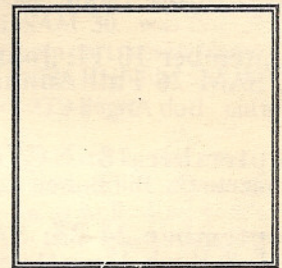
get. If the engine continues to short run after the above polish, if you are sure that bad gaskets and reed, etc. are not suspect, then polish the piston again as above. These Cox pistons are hard as a file, but the cylinders are bar-stock lead- alloy steel, and it is quite soft. Also trade pistons and cylinders. Old used pistons with re-set rods are very good for correcting a short run problem. Do not add glow head shims beyond two each as lower compression is inefficient and wasteful of fuel. You do not want to waste fuel in 1/2 A Texaco events.

If you find the above advice does not work for you like it has for me, don't call me and tell me about it.- just throw this paper in the trash!

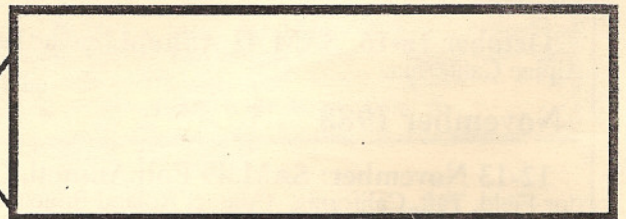
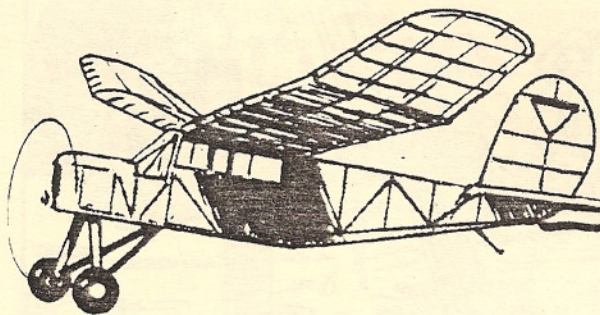


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First Class



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